SHRI PASUMPON THA. KIRUTTINAN: Sir, the Minister has replied that the development of tourist facilities at any place is primarily the responsibility of the State Governments. The Department of Tourism, Government of India, extends financial assistance to the State Governments for development of tourist facilities on the basis of proposals received from them. This is the reply. I would like to know whether the proposals of the State Governments have been fully honoured by the Central Government and also whether full financial assistance has been given to the State Governments for completion of those projects. I am asking this because there is a guest house at Rameswaram in Tamil Nadu and for want of financial assistance from the Central Government, there is no compound, cattles are allowed into the guest house and it is free for all. It is not being utilised at all. I would like to know whether any monitoring facility is provided by the Central Government to find out whether the funds are being utilised properly and also whether full amount has been sanctioned to the State Governments according to the proposals made by them.

SHRIMATI SUKHBANS KAUR: I would like to reiterate that, tourism being a State Subject, it is primarily the responsibility of the State Government to build the infrastrucure. We do give a certain amount of financial assistance and in 99 per cent of the proposals that are given to us in proper from—in the sense that they have to fulfil certain conditions—money is always given to them. There is no question of our not honouring the commitments that we have made.

SHRI PASUMPON THA. KIRUTTINAN: I asked a specific question about the guest house at Rameswaram.

SHRI SUKHBANS KAUR: I do not have the specific answer to that because the question is mainly for Madhya Pradesh.

श्री विष्णु कांत शास्त्री : माननीय सभापति जी, माननीय मंत्री जी ने बार बार यह कहा कि पर्यटन विभाग राज्य विषय है । मैं एक ऐसे प्रकल्प की ओर उनका ध्यान आकृष्ट करना चाहता हूं जो राज्य से अधिक केन्द्र का विषय होना चाहिये । कैलाश मानसरोवर की यात्रा सबसे दुर्गम यात्रा है और इस यात्रा के लिए भारत और चीन सरकार के संबंधों पर निर्भर रह कर यात्री जाते हैं । कैलाश मानसरोवर मापी चाहता हूं, कैलाश मानसरोवर के अंतर्गत है । तो कैलाश मानसरोवर यात्रा के संबंध में मेरे मित्रों ने बताया है कि चीन सरकार के द्वारा दी गयी सुविधाएं ज्यादा अच्छी हैं और भारत सरकार के द्वारा दी गयी सुविधाएं बहुत कष्टकर है, नम्बर एक और दूसरा यह है कि यह बहुत खर्चीली यात्रा है । एक एक यात्री को उस पर 30,000 रूपए खर्च करने पड़ते हैं । क्या कैलाश मानसरोवर यात्रा के लिए भारत सरकार तीर्थ यात्रियों को कुछ सहायता भी देना चाहती है जैसे कि हज के यात्रियों को बराबर दी जाती है ?

MR. CHAIRMAN: Is the Minister willing to answer?

SHRI GHULAM NABI AZAD: No, Sir.

श्री विष्णु कांत शास्त्री : राज्य और केन्द्र के बारे में तो बताएं ।

MR. CHAIRMAN: It does not relate to this qqestion.

Refusal by Qattar to Air India flight to land

*563. SHRI VIRENDRA KATARIA
SHRI SURESH KALMADI :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Government of Qatar refused an Air India flight to land in its territory on 21st of April, 1995.

†The question was actually asked on the floo of the House by Shri Virendra Kataria.

(b) if so, the reasons therefor and what steps Government have taken in this regard; and

(c) whether the Air India has since been allowed to resume its flights to Qatar?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) A statement is laid on the Table of the House.

Statement

(a) Yes Sir.

(b) and (c) Qatar Airways were operating their services to India under an ad-hoc entitlement which was bilaterally agreed for a limited period When this ad-hoc entitlement was not extended, the Civil Aviation Authorities of Qatar refused permission to Air India to operate their services to Doha with effect from 20th April, 1995. The matter was taken up at diplomatic level and the permission for Air India's operation to Doha was restored on 23.4.1995. During the period between 20th and 23rd April, 1995 only one scheduled flight of Air India was disrupted.

श्री वीरेन्द्र कटारिया : चेयरमैन साहब, क्या वजीरे शहरी हवाबाजी और सैरो सैयाहत के मंत्री यह बताने की जहमत गवारा करेंगे कि गल्फ की जो चार स्टेट्स हैं–कतार, ओमान, यू.ए.ई. और बहरीन–इनकी जो ज्वाइंट गल्फ एयरलाइन्स है उनके साथ भारत का क्या एयर सर्विस पैक्ट है ? कितने एक हफ्ते में उसकी उड़ानें हैं और कितनी मैक्सीमम सीटे हैं ?

وزیر شہری ہوا بازی اور سیر و سیاحت" کے منتری یہ بتانے کی زحمت گوارہ کریں گے کہ گلف کی جو چار اسٹیٹس ہیں – "قطر" "عمان" "یو-اے ای" اور "بحرین" انکا جو جوائنٹ گلف ایئر لائنس ہے انکے ساتھ بھارت کا کیا "ایئر سروس پیکٹ ہے- کتنے ایک ہفتہ میں انکی اڑانیں ہیں اور کتنی میکسیمم سیٹیں ہیں ؟

SHRI GHULAM NABI AZAD: As far as the Gulf is concerned, four countries are involved and they are Oman, Qatar, Bahrain and the UAE. The frequency is about 40 per week and the seats allotted are 8,000. This is the position as far as the Gulf Airways is concerned. Apart from this, we have some agreement with Oman. Recently, Oman Airways started operating flights and we have given them five seats per week On an *ad hoc* basis, Qatar Airways also started operating their services and we have given them 300 seats per week.

SHRI VIRENDRA KATARIA: What is the revenue generated from the Gulf operations for Air India and the Indian Airlines both in value terms and percentage terms?

SHRI GHULAM NABI AZAD: I have with me 1993-94 and 1994-95 figures. The total revenue earned by Air India was Rs. 2,768 crores in 1993-94. The revenue earned from the Gulf operations in 1993-94 was Rs. 847 crores, that is, 30.6 per cent of the total revenue. As

Transliteration inArabic script.

far as 1994-95 is concerned, the total revenue earned is Rs. 3,071 crores. As far as revenue earned from the GULF operations is concerned, it is Rs 8,75,33 crores that is 28.5 per cent of the total revenue.

SHRI SURESH KALMADI: The question reates to Qatar Airways refusing permission to the Air India flight to land at Doha. Now Qatar Airways had landing permission in India for six months. This was extended by another three months. But it was not renewed further. So, they retaliated and did not allow the Air India flight to land after 20th April. When this was the position, when they had given a notice that after 20th April, Air India flights could not land in Doha for the reasons specified by them, how did the Air India flight go there on the 21st? The agreement was over on the April. I would like to know when you had made agreement for six months plus three moths, why efforts were not made to continue the talks and why they were terminated. Was enough notice given to the Qatar Airways that you were going to terminate the agreement in retaliation? I would also like to know with how many countries India has signed the Air Services Agreement.

SHRI GHULAM NABI AZAD: Sir, it is a very pertainent question totally related to this question. But, I think, it has to be devided into two parts. The hon. Member has asked why the Air India aircraft went on 21st April when the agreement was already over. Sir, as far as the Gulf in general is concerned, as I have already said, till very recently only the Gulf Airlines was there and four countries, namely Oman, Bahrain, Qatar and UAE were participating in that. I have already said, 8,000 seats and 40 frequencies per week are given to them. Earlier, other countries like Qatar and Oman had not their own airlines. So, subsequently, the individual countries came to us and they said, "Now we are in a position to have our own airlines and we would not like to abide by what has been signed jointly by them. Let the Gulf Airlines Agreement be there and apart from that we should have a country-to-country agreement so that our airlines can also operate." So, when Air India was operating between Qatar and Bombay, it had nothing to do with the later agreement because we were knowing that our aircraft went according to the earlier agreement because we were already going. But, subsequently, since 1993 or 1994, Oman also started operating and as the hon. Member has said, since 27th June, 1994, the Qatar Airways also started its operation—it was an *ad hoc* operation So, our aircraft had nothing to do with the stoppage of their extension. it could have gone even otherwise. They should have not stopped; that is the question. Our DGCA had already written to them that the extension was not terminated with the resuit they thought that they might get extension because of this only. Then, it was sorted out within 24 hours and only one flight was disrupted.

As far as the second part of your question is concerned, we have signed the Air Services Agreement with about 73 countries.

SHRI JAGESH DESAI: Mr. Chairman, Sir, just now the Minister gave the figures relating to earnings of Air India from the Gulf countries and other countries. When we had discussions with the Government undertaking we were told that only the Gulf routes are in profit and other routes are in a loss. The NRIs who are in Gulf countries, when they come to Bombay and Trivandrum, complain that the fare is very high. In view of the highest profit and passengers from the Gulf countries, I would like to know whether you are going to decrease the fare so that people who are there can come frequently and you can earn more revenues. Secondly, our country has entered into Air Services Agreement with other countries. What is the basis and what are the conditions on which you are entering into such agreements? Are there also occasions when there is a breach of the agreement by other countries? If so, which are those countries?

SHRI GHULAM NABI AZAD: As far as the first part of the question is concerned, it is not true that the Air India is earning its profit only from the Gulf. But, as far as the percentage is concerned, yes. It was 33 per cent in 1992-93, 30 per cent in 1993-94 and almost 29 per cent in 1994-95 i.e. almost 1/3rd of the total earnings. So, when we keep that in mind, it is true that the maximum profit and revenue we have from the Gulf. But, at the moment, we don't have any proposal for reducing the fare between the Gulf and India.

SHRIMATI JAYANTHI NATARAJAN: At least do not raise that!

SHRI GHULAM NABI AZAD: Because it is mostly according to the IATA that the fares are being fixed. Regarding the second part, as far as bilateral negotiations with other countries are concerned, the basis is reciprocity of opportunities and mutuality of benefits. Sometimes even commercial agreements are signed. In the reciprocity, it is ensured that the rights obtained by India are the same as those granted to the airlines operated by foreign countries. However, if any party is not in a position to exploit the opportunities fully, then the commercial agreements are entered into to balance the benefits of both the contracting countries. Suppose, 'A' country comes to my country and if I do not substitute with equal strength of aircraft, then we enter into some agreement to compensate that. Why should there be only unilateral agreements? These agreements are either joint ventures or whole arrangements or block seats or load-sharing arrangements or cash compensation. I think, these are the things we have with most countries.

MR. CHAIRMAN: Shri Ashok Mitra.

SHRI ASHOK MITRA: Sir there are, of course, aspects of mutuality of interest and profit-earning. Apart from that there is also an issue of our trying to cultivate friends, new friends and keeping on to old friends in this particular area because of the sensitive nature of development all around. Given this context, would the Minister kindly consider why not we, as a big country, go out of our way to occasionally give them concessions which may not quite follow the rules of the game of mutuality of interest?

SHRI GHULAM NABI AZAD: Sir, this is considered on a case-to-case basis.

SHRI H. HANUMANTHAPPA: The hon. Minister has said that fares are being controlled by IATA and he is not in a position to reduce fares to Gulf countries. Private operators in the country, even though on the tickets the fare is shown do give thousands of rupees as concession to compete with the Indian Airlines. Has this come to the notice of the Minister? If so, will he check up and stop such malpractices?

SHRI GHULAM NABI AZAD: Sir, as far as the local operators are concerned, they are not controlled by IATA.

SHRI H. HANUMANTHAPPA: Then how is the Indian Airlines competing? (*Interruptions*) Your passengers are taken away by being given concessions.

SHRI GHULAM NABI AZAD: Competition is competition. (*Interruptions*)

एयर इंडिया में अनुसूचित जातियों/अनुसूचित जनजातियों के रिक्त पदों को भरा जाना

***564. श्री अजीत जोगी :** क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि :

(क) एयर इंडिया में अनुसूचित